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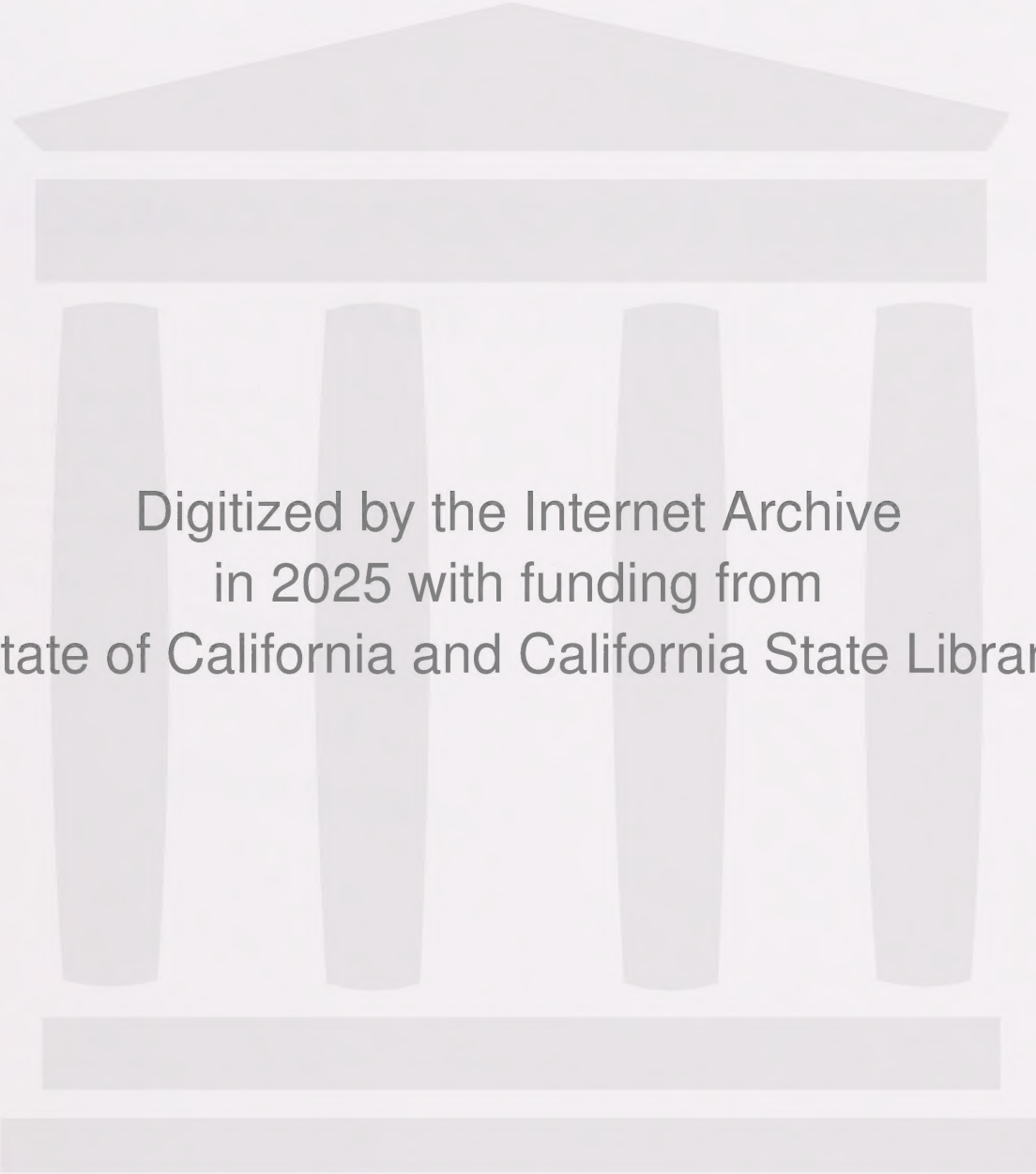
Photos of the Los Angeles River,  
taken in March of 1990 by Mr. Brian Snow.

LOS ANGELES RIVER GREENBELT CORRIDOR  
FEASIBILITY STUDY

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# PROPOSED LOS ANGELES RIVER GREENBELT CORRIDOR

## FEASIBILITY STUDY

### REQUEST

The Recreation, Library, and Cultural Affairs Committee of the Los Angeles City Council on June 8, 1987, requested that the Department of Recreation and Parks, in coordination with the City Planning Department, conduct a preliminary study of the feasibility of creating a permanent Los Angeles River Greenbelt Corridor. Such a study should include, but not be limited to, compiling and coordinating existing studies from the various public agencies having jurisdiction over the Los Angeles River and its banks, developing a funding mechanism to provide for landscaping improvements, recreating the natural wildlife habitat of the area, promoting pedestrian and bicycle paths along the river banks, and designing such solutions to be architecturally compatible with surrounding communities. The Committee also requested that a six-month moratorium (with a possible six-month extension) be initiated immediately on development on the Los Angeles River.

### SUMMARY OF RECOMMENDATIONS

1. Instruct the Planning Department to convene a Task Force to include the Department of Recreation and Parks, City Planning Department, Public Works Department, Los Angeles County Department of Public Works, U.S. Army Corps of Engineers, and County Regional Planning Department to identify potential sites for Greenbelt Corridor improvements, recommend priorities, provide guidance for the types of standards needed, determine if consultants will be needed, and develop guidelines and tasks for the use of consultants.
2. Prepare a Specific Plan for the Los Angeles River with guidance from the Task Force, to include river frontage parcels sufficient for development of the Greenbelt Corridor. The Specific Plan shall support a linear park concept, using a bikeway system as a link, and identify standards for publicly owned areas as well as privately owned areas that could be developed according to the Greenbelt Corridor concept.
3. Designate the Los Angeles River specifically as a Greenbelt Corridor in the Open Space Element of the **General Plan** and on the Community Plans as they are revised.
4. Consider for City Council adoption the draft Resolution contained in Appendix G, which declares the regional significance of the Los Angeles River and sets forth the intent of the City Council to preserve the open space character of the river and adjoining embankments. The draft Resolution also expresses recognition of the need for a coordinated planning effort by all of the concerned public and private entities bordering the Los Angeles River.



5. Continue for the near-term the present City priorities and schedules for beautification, park development, and extension of bicycle paths and equestrian trails throughout the City. Seek funding for planning and construction of a bikeway along the Los Angeles River, such as from the Los Angeles County Transportation Commission.
6. Construct the bikeway in increments, as funding becomes available for construction and future maintenance, and following appropriate design studies to determine the precise route of the bikeway.
7. Recommend to the Board of Recreation and Park Commissioners initiation of landscaping of the entire length of the Los Angeles River Greenbelt Corridor, to be completed in phases by the Department of Recreation and Parks over a period of 20 to 30 years.
8. Instruct the Planning Department to amend the Planning and Zoning Code to provide incentives or requirements, through a conditional use type procedure, for owners of land adjacent to Los Angeles County flood control right-of-way to provide open space and/or amenities (such as landscaping) in connection with development of their properties.
9. Instruct the Planning Department to investigate the potential for requiring the planting of trees along the Greenbelt Corridor as a mitigation measure for impacts of development on air quality.
10. Coordinate planning by the Planning Department and Recreation and Parks Department with other municipalities and public agencies to integrate into the Greenbelt Corridor and Specific Plan existing and proposed neighborhood and regional parks, bicycle paths, equestrian trails, scenic routes, and open space lands.
11. Recommend to the Board of Recreation and Park Commissioners that the Department of Recreation and Parks prepare schematics, illustrations, and specifications as guidelines to be used in connection with the landscaping and improvement of the Greenbelt Corridor, with possible features such as bikeways and pedestrian paths.
12. Recommend to the Board of Recreation and Park Commissioners that the Department of Recreation and Parks work with the U.S. Army Corps of Engineers in planning of improvements of Corps owned properties.
13. Encourage cooperative efforts between the City and the citizenry in which volunteers would participate in extensive projects of tree planting and beautification along the Los Angeles River (e.g., neighborhood associations, garden clubs, environmental groups, summer youth programs).
14. Recommend to the Board of Recreation and Park Commissioners initiation of a demonstration project, to be implemented by the Recreation and Parks Department, along a segment of the Los Angeles River, in coordination with the County of Los Angeles and the U.S. Army Corps of Engineers, to demonstrate how the flood control right-of-way might be adapted for recreational and aesthetic purposes as a prototype for subsequent projects (See Appendix E).



15. Disapprove consideration of a proposed construction moratorium.
16. Consider for approval a forthcoming proposed Open Space zone.

## SUMMARY OF FINDINGS

1. The Los Angeles River already constitutes a greenbelt corridor in concept because it is designated as open space in the applicable Community Plans and Open Space Element of the **General Plan**.
2. A field survey revealed that major segments of the Los Angeles County flood control right-of-way are already landscaped, typically with eucalyptus trees, oleanders, and other drought-resistant vegetation.
3. The surveyed segment appeared to have sufficient width in places to accommodate both landscaping and a bikeway. Elsewhere, along some segments of the river, the Recreation and Parks Department expects that bikeway design problems will be encountered, such as insufficient grade separations for street overpasses.
4. Several jurisdictions maintain authority over various components of the flood control channel (e.g. Los Angeles County, U.S. Army Corps of Engineers, etc), and would be involved in the design, construction, financing and/or operation of a Los Angeles River Greenbelt Corridor.
5. A successful Greenbelt Corridor system has been established in Long Beach, where all of the concerned public agencies have been able to work together in a cooperative manner to establish bicycle and equestrian trails linked to a Nature Center, neighborhood and regional parks and a beach.
6. Funding for initiation of a Los Angeles River Greenbelt Corridor project is available from several sources, as listed in Appendix B.
7. The City Recreation and Parks Department is concerned principally about the following issues:
  - a. Cost versus fiscal constraints.
  - b. Allocation of available resources between alternative projects and programs.
  - c. Security.
  - d. Safety and public liability.
  - e. Potential design problems along certain segments of the river right-of-way, such as caused by conditions of soil instability, the existence of hazardous waste, insufficient width of right-of-way, and obstruction by street overpasses.
  - f. Maintenance.



8. Other issues include public access, lighting, fencing, provision of benches and other amenities, and hours of public use. These are secondary issues that would not be addressed immediately upon the establishment of any officially designated Greenbelt Corridor, but later in a site specific manner.
9. A construction moratorium along the Greenbelt Corridor is not recommended because of the problem of obtaining a precise legal description of the boundary of the corridor. The immediate concerns should largely be alleviated by the adoption of a proposed Open Space zone and subsequent zoning or rezoning for open space of the Los Angeles River right-of-way under the current General Plan/Zoning Consistency Program. Long-range policies and implementation measures would be better evaluated as a part of the overall revision of the Open Space Element.

## BACKGROUND

The Los Angeles River extends for about fifty miles between Canoga Park and Long Beach. In Canoga Park, the channel branches off along two routes, one channel designated as Arroyo Calabasas, the other as Bell Creek. Most of the channel is paved. Parts of the channel are encompassed by a levee. Upstream of the Sepulveda Dam Recreation Area, the river is dry for much of the year. Downstream, the riverbed is inundated to a shallow depth most of the year by discharge of treated water from the Tillman Water Reclamation Plant. The River carries a deep and rapid current during major rainstorms. Large areas adjacent to the Los Angeles River are occupied by open-space uses, such as Griffith and Elysian Parks, Forest Lawn Memorial Park, railroad and electrical power line rights-of-way, and landscaped freeway corridors. Neighborhoods adjoining the Los Angeles River contain a variety of land uses, ranging from residential to commercial and industrial. The river passes through or is adjacent to 13 cities, and nine communities in Los Angeles contain segments of the Los Angeles River (see Appendix D).

### Planning

Most of the right-of-way of the Los Angeles River within the City limits is already designated as open space in the various community plans and in the **Open Space Plan**. Adjoining privately owned land is **not** included in the designation.

The **Bicycle Plan** designates the Los Angeles River as a route for a bicycle path. Parts of the right-of-way are designated for an equestrian trail. The County **Plan of Bikeways** designates the Los Angeles River as a bicycle route extending between the Sepulveda Dam Recreation Area and Long Beach. The City has not built the proposed bicycle paths along the Los Angeles River. In the southeastern area of the County, however, a lengthy segment of the Los Angeles River flood control right-of-way is occupied by a bicycle path and equestrian trail. This completed system along the Los Angeles River is connected to another system along the San Gabriel River and the beach in Long Beach, forming a trail extending continuously for 60 miles.



## U.S. Army Corps of Engineers

A study prepared for the United States Army Corps of Engineers, dated March, 1980, states that the existing bicycle paths and equestrian trails along the Los Angeles and San Gabriel Rivers, together with trails recommended to be extended along the Los Angeles River, “could form the backbone of a regional trail network linking the major areas of the basin and many of the basin’s major recreational facilities”. Completion of this system of trails was given top priority by the Corps, ranking above all other potential trail projects. **(The LACDA System Recreation Study, Los Angeles County Drainage Area, U.S. Army Corps of Engineers, March 1980.)**

In September of 1987 the Corps of Engineers announced a decision to redesign and upgrade much of the existing regional flood control system of the County of Los Angeles. Some flood control channels will have to be widened or deepened or otherwise increased in capacity, because “the existing flood control system is no longer capable of protecting hundreds of thousands of residents from large floods”. (Corps of Engineers newsletter for the Los Angeles District, September, 1987.)

The Corps completed a survey of existing recreational facilities along the river in late 1987. Design work was initiated in early 1988. The Corps has indicated a willingness to work closely with interested public agencies and jurisdictions during the design phase of the project, which will be completed by late 1989.

The City Planning Department and other appropriate City departments should meet regularly with the Corps to address planning and design issues at all stages of the project. Widening of the river channel could have significant impacts on residential neighborhoods, on urban infrastructure such as streets and bridges; also, on public safety, aesthetics, the environment, etc. Environmental issues, for example, should be addressed early, rather than waiting until the entire project has been designed.

Opportunities for multiple use of public lands should be considered, including: flood control; water conservation and reclamation; recreation, including bikeways and equestrian trails; open spaces such as scenic corridors and urban forest; wildlife sanctuaries; emergency preparedness and civil defense (such as population evacuation routes); transportation, including pedestrian routes; and public utilities.

Discussions with the Corps of Engineers indicate that hardly any funding will be available from the federal government, in either the near- or long-term, to provide recreational amenities along the right-of-way of the river, such as bikeways and public parks. However, perhaps the Corps could be encouraged, induced or persuaded to design infrastructure conducive to subsequent adaptation for public recreational uses. For example, service roads constructed along the river could be designed for adaptation later by the City as bikeways. Other infrastructure that might be designed to accommodate bikeways would include highway grade separations, underpasses, ramps, and fences of height and location sufficient to ensure the safety of bicyclists.

Widening of the Los Angeles River might entail extensive removal of existing landscaping along the right-of-way, plus associated wildlife habitat. Other adverse environmental consequences might also occur. The Corps of Engineers may have only a small budget for recreational purposes, but it is possible that greater resources for environmental mitigation will be available. Through such mitigation, the City may be able to gain new or replacement environmental, aesthetic or recreational amenities of considerable benefit to the neighborhoods along the river. New landscaping, for example, might be designed and sited so as to become an integral part of any future bikeway or pedestrian way.

The Corps of Engineers indicated at a public meeting held March 9, 1989, that they are inclined only to fund the segment of the river **downstream** from Los Angeles, though they conceded that important landmarks in central Los Angeles are subject to inundation in a "100-year flood", such as Union Station, Chinatown, Universal City, CBS Studios, and the Hollywood Freeway (to a depth of 15 feet).

## STUDY ISSUES

Multiple use of the right-of-way of the Los Angeles River should be encouraged. Future landscaping of the river should be designed for integration with potential uses of the right-of-way for recreation, bikeways, wildlife habitat and other uses.

### Landscaping/Urban Forest

A field survey of the Los Angeles River was conducted by the City Planning Department July 25, 1987, along a segment of the river extending between the San Diego and Hollywood Freeways (a length of about five miles). The publicly owned rights-of-way along the Los Angeles River in Sherman Oaks and Studio City appear to be of sufficient width in certain places to accommodate landscaping as well as a bikeway and a County flood control maintenance access way (both of which might be accommodated by a common roadway). Other segments of the Los Angeles River would probably also be conducive to landscaping in conjunction with the proposed Greenbelt Corridor and associated bicycle paths, and some segments not as conducive because of the narrowness of the right-of-way and/or obstructions. The probable extent of such projects can be determined only after further study. In any case, there are difficulties to be anticipated in creating a **continuous**, uninterrupted bikeway system along the entire length of the river.

Landscaping and maintenance should be done in a cost-effective manner, preferably with the participation of neighborhood organizations and other civic groups. Also, adjoining property owners could be encouraged or induced to participate in landscaping, particularly in connection with land development projects. For example, the Planning and Zoning Code might be amended to provide for the granting of dwelling unit density bonuses to owners of properties adjoining flood control rights-of-way when improvements (or in-lieu fees) to the Greenbelt Corridor are provided by a developer in connection with the construction of an apartment complex. Such greenbelt improvements might be provided on one or both sides of the boundary between the Greenbelt Corridor and adjoining privately owned land. An extensive tree planting program along the Los Angeles River, accompanied by less restrictive public access along the right-of-way, would be conducive to the "urban forest" concept and would constitute a valuable extension of the City's recreational opportunities.



## **Natural Wildlife Habitats**

The natural environment of the Los Angeles River has been severely altered during the last hundred years by urbanization of adjacent land and by the lining of the river by concrete. There are limited opportunities for extensive restoration of the original environment and reestablishment of many of the associated plants and animals native to the Los Angeles region. Parts of the Los Angeles River already are extensively landscaped with trees and hedgerows, mostly of species not native to the region, but which provide attractive habitat for many birds and small mammals.

Landscaping of the river could readily be extended, and designed to create additional habitat for wildlife. The Greenbelt Corridor could serve as a connector of adjacent public parks and open spaces, such as Griffith Park and the Sepulveda Dam Recreation Area. One function of such a network would be to facilitate migration of species between the systems of open spaces within Los Angeles and the region.

## **Bikeways**

The City of Los Angeles has several sources of funding for the construction of bikeways (see Appendix B). Approximately one million dollars derived annually from the State sales tax is earmarked specifically for construction of bikeways, according to a formula established by California Senate Bill 821 of 1973. Construction of bikeways is expensive, particularly for routes built off existing street surfaces. For example, a bikeway built two years ago along the beach between Temescal Canyon Park and the boundary of the City of Santa Monica, a distance of about one mile, cost \$480,000.

Considerable planning for a regional bikeway system is already accomplished and some segments already completed or with construction pending. Priorities have already been established, in the near-term, for extension of the system. The City should continue with its present priorities rather than proceeding with new plans and studies for projects, unless additional sources of funding can be assured, both for construction and for future maintenance.

Currently the City's Department of Transportation is working with the Los Angeles County Transportation Commission to establish a bikeway project along the Los Angeles River, including a segment of approximately ten miles extending between Elysian Park and Griffith Park. The Department of Transportation (DOT) has requested the Bureau of Engineering to prepare a cost estimate and currently is drafting an agreement with the County of Los Angeles and other concerned agencies to proceed with the project. DOT intends to request authority from the City Council in September to seek funding from the County Transportation Commission for preliminary design of the bikeway. Actual cost of construction of the project probably would exceed \$3,000,000. Funding would be derived from the State Transportation Improvement Program (STIP), contingent on approval by the County Transportation Commission. Future maintenance of the bikeway is anticipated to be funded from the Local Transportation Fund, derived from STIP.

## PROTOTYPE OF A GREENBELT CORRIDOR

A greenbelt corridor has been established in Long Beach along the Los Angeles River, though not officially designated by name. It is characterized by a bicycle path that runs along the top of a levee, extending for eight miles through the City. At the base of the levee, and running parallel to the bicycle path, is an equestrian trail. Adjoining the equestrian trail, in north Long Beach, is a linear park known as De Forest Park, built by the City partly on flood control right-of-way and partly on City property reserved at one time for widening of De Forest Avenue. (The street was originally designated as a Major Highway in the **Circulation Element** of that City's **General Plan**, then redesignated as a local street.)

Adjoining De Forest Park, and extending along the river and along the equestrian trail, is the De Forest Nature Preserve, which was planted with vegetation largely by the labor of citizen volunteers associated with a neighborhood organization. (Photographs of the preserve, of De Forest Park and the system of trails along the river are available in the Los Angeles City Planning Department.)

The following are characteristics of the De Forest Park greenbelt system that might be emulated farther up the Los Angeles River, in Los Angeles:

1. Multiple use of publicly owned land.
2. Citizen participation in the planning, the landscaping, and the maintenance of a greenbelt corridor, particularly at the local neighborhood level. In De Forest Park, the neighborhood association assists the City's park department with pickup of litter. They maintain a crime-watch and guard against vandalism. They water the newly planted saplings and otherwise largely maintain the Nature Preserve.
3. The City saves on costs for maintenance and improvements, as a consequence of the local citizen volunteer efforts.
4. Acquisition costs for additional public recreational land is eliminated. Existing public resources, sometimes consisting of odd-shaped remnants of land that formerly were underutilized, are adapted for more intensive use.
5. A neighborhood park is integrated with a regional system of bikeways and equestrian trails, which serve as connecting links to other recreational resources elsewhere.

## DISCUSSION OF CONCERNS

Implementation of projects for a Greenbelt Corridor would not be accomplished without problems. Both the Department of Recreation and Parks and the Planning Department have concerns that must be considered and remedied.

### Department of Recreation and Parks

The Department of Recreation and Parks has concerns related to: (a) cost, (b) allocation of available resources, (c) security, and (d) safety and public liability that might be incurred by the City.



Construction of a bikeway might have to be deferred until funding becomes available, such as from the County Transportation Commission. However, landscaping would impose less of a strain on available City resources, particularly if designed for low cost of maintenance. The landscaping could possibly be implemented in small increments over a period of 20 or 30 years, partly with the labor of citizen volunteers, so as to reduce annual City expenditures for such a program.

The Recreation and Parks Department allocates its available resources according to priorities already established for its departmental projects and programs, as adopted by the Board of Recreation and Park Commissioners, the City Council, and the Mayor, as a part of the City's budget. (See the five-year Capital Improvement Program of the Recreation and Parks Department.) The City Planning Department generally concurs. In the near-term, the right-of-way of a future bikeway along the Los Angeles River should be protected from encroachments by buildings and other impediments. In the long-term, when sufficient funds are available, the bikeway could be built.

The Recreation and Parks Department is concerned about the safety of people who might enter any Greenbelt Corridor that might be established. Safety factors must be taken carefully into consideration in the design of recreational facilities, such as the proposed bikeway. The Recreation and Parks Department has mentioned soil instability and chemical contamination of soil as possible reasons for not building the bikeway along certain portions of the Los Angeles River. Such problems, however, probably could be overcome by appropriate engineering techniques, but perhaps at considerable expense. Soil tests are required by State law. The Department is concerned with the security of adjacent neighborhoods. It is important not to develop attractive nuisances for loitering, etc. There is also a design problem to be overcome because of a lack of continuity of the proposed Greenbelt Corridor due to the overpasses of the streets blocking the route.

The Recreation and Parks Department recognizes the value of citizen volunteers in tree planting programs, but is concerned about who will maintain the trees. Maintenance by volunteers requires a sustained effort over the years by a dependable neighborhood organization or civic or business entity. In the past, volunteer efforts to maintain parks have not proved successful. Maintenance by the City requires adequate sources of funding and a commitment to expend resources indefinitely over time.

### **Planning Department**

A proposed Open Space Zone has been prepared in connection with the General Plan/Zoning Consistency program. The Planning Commission conducted public hearings on the matter in May and June of 1989. This comprehensive ordinance would affect all publicly-owned open space lands.

Any zoning designation to be applied to the Los Angeles River should carefully take into consideration the narrow width of the right-of-way between the river channel and the abutting rear yards of private residential units. Residential neighborhoods must be protected from intrusion by unsafe or inappropriate uses. Activities for the most part should be restricted to "passive" recreation as opposed to "active" recreation. Competitive and spectator sports, for example, might be excluded from any zoning to be applied to greenbelt corridors.

The Planning Department is scheduled within its budgeted work program to commence comprehensive revision of the Open Space Element in fiscal year 1990-91. To be included in this revision will be: (1) updating the inventory of open space lands, (2) revising terms and concepts subsequent to the General Plan/Zoning Consistency Program and the Open Space Zone, (3) developing new concepts and concerns, such as the Greenbelt Corridor, (4) formulating more viable implementation measures, and (5) reformatting and restructuring the element itself. Many of the detailed policies and implementation measures of the Greenbelt Corridor could be refined as a part of the overall revision of the Open Space Element.

Other issues related to implementation of projects for the Greenbelt Corridor include landscaping, public access, lighting, fencing, provision of benches and other amenities, and hours of public use. Of particular concern is the question of how any proposed uses of the flood control right-of-way for recreational uses might impact upon adjoining residential neighborhoods. These issues would not be addressed immediately upon the establishment of any officially designated Greenbelt Corridor. They should be addressed later in connection with planning at the local community level during the Community Plan Revision process or in connection with preparation of Specific Plans.

The Los Angeles River Greenbelt Corridor should be confined to: (1) the area along the Los Angeles River which is owned, used, leased or controlled by the County of Los Angeles and the United States Army Corps of Engineers; and (2) publicly- or privately-owned land subject to easements to public entities for flood control purposes. The Greenbelt Corridor should be designated in the Open Space Element of the City's **General Plan**.

## **IMPLEMENTATION ALTERNATIVES**

Planning for the entire Los Angeles River Greenbelt Corridor should be coordinated for all municipalities along the route, plus other concerned public agencies, and integrated with existing and proposed neighborhood and regional parks, bicycle paths, equestrian trails, scenic routes, and open space lands. Any coordinated planning effort by the 13 affected cities would, of course, be voluntary, but cooperation is essential in order to create a viable regional system of bikeways. The Los Angeles County Transportation Commission allocates State sales tax funds to local communities for construction of bicycle and pedestrian facilities and is capable of encouraging cooperative planning efforts between communities.

Multiple-use of the flood control right-of-way, for purposes of recreation, beautification and open space, could be promoted. Multiple-use of adjoining public utility rights-of-way could be permitted provided that private property rights are respected, and provided that there are not conflicts between different types of land uses. Along electrical transmission line rights-of-way, for example, recreational uses would have to be subordinate to the principal use of the land and to considerations of public safety.

The City could initiate the landscaping of the Los Angeles River Greenbelt Corridor. The entire project might take 20 to 30 years to complete. The plan should consider:



1. **Phased Development** - Landscaping typically could occur in small increments, often in connection with development of adjoining privately-owned properties.
2. **Participation of Adjoining Owners** - Adjoining property owners could be encouraged to participate in the landscaping of the Greenbelt Corridor, particularly in connection with land development projects.
3. **Implementation of the City's Open Space Plan** - The City could implement programs and zoning regulations for protecting and extending open space lands along the Greenbelt Corridor. Also included could be requirements for providing and maintaining landscaping along the Greenbelt Corridor, either upon the private land or upon adjoining flood control right-of-way. This would be comparable to the common practice of planting street trees in public rights-of-way for projects requiring discretionary approval.
4. **Simplicity of Design** - A conceptual landscape plan for the Greenbelt Corridor could be prepared, setting forth certain generalized minimum standards, plus a landscaping scheme or theme that could be applied in most circumstances. The conceptual plan could be quite simple, such as a single row of eucalyptus trees to be planted along the property line dividing the private property from the flood control right-of-way, plus a line of oleander shrubs.

The Parks and Recreation Department of Long Beach, has prepared a conceptual landscape plan for Santa Cruz Park, a narrow linear park that extends for a mile along the south side of Ocean Boulevard. Owners of adjoining land are required, when they develop their properties, to restore a segment of Santa Cruz Park according to the conceptual plan. They are also required to maintain the segment of park (as provided for in a Planned Development District plus the provisions of the City's certified Local Coastal Program).

5. **Low Cost of Maintenance** - Both eucalyptus trees and oleander shrubs are drought resistant, durable, and capable of thriving under extreme environmental conditions. Costs of maintenance could be undertaken, in many instances, by owners of adjoining private properties, thus minimizing expenditures by the City for maintenance.
6. **Visual Impact** - Some species of eucalyptus trees, as well as other types of trees, grow to great heights. Rows of mature eucalyptus trees would create dramatic visual impacts on the City in that they would be visible from streets even when placed behind rows of houses.
7. **Refuge and Nesting Areas for Wildlife** - A landscaped greenbelt would be an ideal habitat for many species of birds and small animals.





## APPENDIX A

### PREVIOUS STUDIES AND SOURCES CONSULTED

#### Previous Studies

1. **The LACDA System Recreation Study, Los Angeles County Drainage Area**, U.S. Army Corps of Engineers, March, 1980.
2. Survey of existing recreational facilities along the Los Angeles River, completed by the U.S. Army Corps of Engineers in 1988.
3. "Re-Defining the Role of the Los Angeles River in the Urban Landscape of Southern California," Master's thesis of Dilara El-Assaad, Graduate School of Landscape Architecture, University of Southern California, May, 1988.

#### Sources Consulted

1. **Open Space Plan**, Los Angeles City Planning Department, June 1973.
2. **Bicycle Plan**, Los Angeles City Planning Department, July 1977.
3. **Major Equestrian and Hiking Trails Plan**, Los Angeles City Planning Department, December 1968.
4. Community Plan Elements of **General Plan**, Los Angeles City Planning Department.
5. **Existing Bikeways**, Los Angeles Department of Transportation, May, 1987.
6. **Plan of Bikeways**, Regional Planning Department of Los Angeles County, 1980.
7. **LACDA Update**, "Disasterous Flooding Could Return to Los Angeles County," U.S. Army Corps of Engineers, September, 1987.

## APPENDIX B

### POSSIBLE SOURCES OF FUNDING

1. City General Fund.
2. State sales tax funds, of which two percent is provided specifically for bicycle and pedestrian facilities (as provided for in California Senate Bill 821 of 1973). The City of Los Angeles receives about \$1,000,000 per year from this source, which is contained in the Local Transportation Fund, and which may be expended for engineering, acquisition and construction.
3. United States Highway Beautification Act of 1965, which provides that three percent of the funds apportioned to a state for federal-aid highways shall be used by the state for landscape and roadside development within a highway right-of-way and for acquisition and scenic improvement of land adjacent to the highway.
4. State park fund grants derived from sale of bonds authorized by the electorate.
5. Bicycle License Fund of the City of Los Angeles, to provide for the cost of administering the Bicycle Program, Bicycle Safety Programs and for establishing Bicycle Facilities (\$24,000 in fiscal 1987-88).
6. California Land and Water Conservation Fund.
7. Park assessment districts.
8. Code 710 funds: matching funds derived from the U.S. Army Corps of Engineers.
9. Donations from corporations.
10. Donations from private individuals or groups.
11. Public or private grants.
12. Funding or greenbelt corridor amenities from State of California in connection with environmental mitigation of the planned prison in East Los Angeles.



## APPENDIX C

### PUBLIC AGENCIES WITH A POSSIBLE ROLE

1. City Planning Department, City of Los Angeles.
2. Recreation and Parks Departments, City of Los Angeles.
3. Department of Transportation, City of Los Angeles (includes bicycle path **planning**).
4. Public Works Department, Bureau of Engineering, City of Los Angeles (**administration** of construction projects).
5. Regional Planning Department, County of Los Angeles.
6. Parks and Recreation Department, County of Los Angeles.
7. Los Angeles County Transportation Commission.
8. Public Works Department (Flood Control District is now included in this department), County of Los Angeles.
9. Other municipalities along the Los Angeles River.
10. Caltrans, State of California.
11. United States Army Corps of Engineers.
12. Public utility companies, including the Los Angeles Department of Water and Power.
13. Southern California Association of Governments.

## **APPENDIX D**

### **ADJACENT CITIES AND COMMUNITIES**

#### **Adjacent Cities:**

1. Los Angeles.
2. Burbank.
3. Glendale.
4. Vernon.
5. Maywood.
6. Bell.
7. Bell Gardens.
8. Cudahy.
9. South Gate.
10. Lynwood.
11. Paramount.
12. Compton.
13. Long Beach.

#### **Communities in Los Angeles City:**

1. Boyle Heights.
2. Central City North.
3. Northeast Los Angeles.
4. Silver Lake-Echo Park.
5. Hollywood.
6. Sherman Oaks-Studio City-Toluca Lake.
7. Encino-Tarzana.
8. Reseda-West Van Nuys.
9. Canoga Park-Winnetka-Woodland Hills.



## APPENDIX E

### LOS ANGELES RIVER GREEN BELT CORRIDOR (Studio City Community - 13th C.D.)

#### Priority No. 1

Immediately west of Radford Street, north of Valleyheart Drive and south of the Los Angeles River . . . . .

Size: Approximately 85' by 400' (0.78 acre)

Access: Along entire south boundary including gated ramp

Aesthetic surroundings, relatively easy access for maintenance, not particularly secluded, limited existing vegetation . . . . .

General Plan: Introduce plants and shrubs along Valleyheart boundary, place small group of trees, minimal water system, picnic tables, possibly park benches, handicapped access, increase height of boundary fence, park sign and related improvements . . . . . \$20,400

#### Priority No. 2

Immediately west of Coldwater Canyon Avenue, north of Valleyheart Drive and south of the Los Angeles River . . . . .

Size: Approximately 300' by 60' (0.41 acre)

Access: Along most, though not all, of the south boundary (slope) plus gated ramp

Park-like existing landscaping (some along Valleyheart needs to be thinned), no adjoining residences, good maintenance access, street parking available. Secluded due to lower elevation than adjoining street and existing boundary landscaping . . . . .

General Plan: Thin boundary landscaping, increase height of river fencing, install steps and handicapped access from Valleyheart Drive, place four picnic tables and park sign, and related improvements . . . . . \$19,335

#### Priority No. 3 (Not recommended)

Valleyheart Drive at Goodland Avenue (extended) north of the Los Angeles River . . . . .

Size: Approximately 40' by 500' (0.46 acre)

Access: Limited, down steep slope from Valleyheart Drive

Limited width, non-aesthetic view of parking lot overhang across Los Angeles River . . . . .

**Priority No. 4 (Not recommended)**

North side of Los Angeles River immediately west of Vineland Avenue . . .

Size: Approximately 40' by 400' (0.37 acre)

Access: Fence and steep slope from Vineland Avenue, gated ramp from Fair Avenue, approximately one-quarter mile to the west

No existing landscaping, poor aesthetics, narrow property

General Plan: Not recommended for development as small local park unless used as destination for river boundary recreational trail . . . . Possible alternative use: Landscape property to improve aesthetics of community pending any other uses — Minimal water system and planting . . . . . range of \$5,000 to \$10,000



## APPENDIX F

### RESOLUTION

WHEREAS the Los Angeles River Banks provide a crucial public open space resource for the City of Los Angeles, and

WHEREAS the Los Angeles River banks have the potential to serve as a greenbelt corridor stretching from the Santa Monica Mountains to the Pacific Ocean, and

WHEREAS many people walk or bike along the banks of the Los Angeles River as a refuge from every day urban life in Los Angeles, and

WHEREAS further development along these banks would irreparably harm the ability to achieve an open-space greenbelt corridor, and

WHEREAS a number of public agencies, including the Army Corps of Engineers, CalTrans, the Department of County Flood Control, the Department of County Planning, the Department of County Parks and Recreation, and the Department of City Planning, all have studied and/or have jurisdiction over the Los Angeles River and its banks,


NOW THEREFORE BE IT RESOLVED that the Los Angeles River and its banks be declared a Public Greenbelt Corridor, and

BE IT FURTHER RESOLVED that the City of Los Angeles Department of Parks and Recreation in coordination with the Planning Department, conduct a study in order to create a permanent Los Angeles River Greenbelt Corridor. Such a study should include, but not be limited to, compiling and coordinating existing studies from the various public agencies having jurisdiction over the Los Angeles River and its banks, developing a funding mechanism to provide for landscaping improvements, recreating the natural wildlife habitat of the area, promoting pedestrian bicycle paths along the river banks, and designing such solutions to be architecturally compatible with surrounding communities.

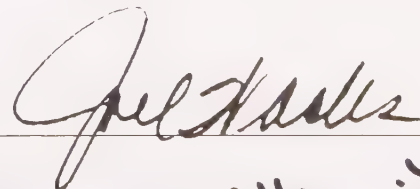
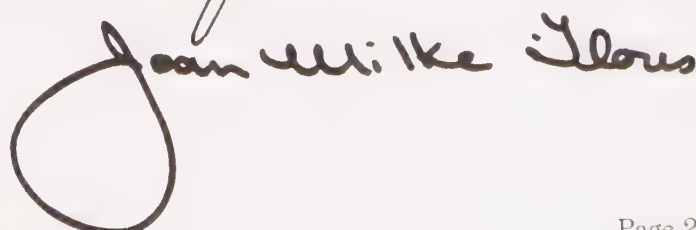
BE IT FINALLY RESOLVED that a six-month moratorium (with a possible six-month extension) be initiated immediately on all development on the Los Angeles River and its banks with certain specified exceptions to be determined and an urgency clause so that it may take effect upon publication.

5/1/87

Presented by: \_\_\_\_\_

  
MICHAEL K. WOO  
Councilman, 13th District

Seconded by: \_\_\_\_\_

  
  
Joan Wilke

## APPENDIX G

### RESOLUTION

WHEREAS, the City of Los Angeles recognizes that the Los Angeles River has the potential to serve as a vast regional greenbelt corridor stretching from the west San Fernando Valley, through the Los Angeles Basin, and to the Pacific Ocean; and

WHEREAS, development of the Los Angeles River as a greenbelt corridor presents an opportunity to establish in the region a unique recreational and aesthetic resource and an urban form and character that matches the region's mountains without having to acquire vast amounts of private land; and

WHEREAS, within this area there are many public agencies and municipalities with interests and authority in the funding, development, and management of the river channel and its banks, and some of these agencies such as the Army's Corps of Engineers and the City's Bureau of Engineering are currently involved in studies which may impact the greenbelt corridor concept; and

WHEREAS, the Los Angeles River is already designated as Open Space in the **Open Space** and **Community Plan** elements of the General Plan, and a bikeway and equestrian trail are also designated for the river in the **Bikeway Plan** and **Equestrian Plan**; and

WHEREAS, inside and outside the City limits there are many different public and private ownership patterns as well as public use easements;

NOW, THEREFORE, BE IT RESOLVED that the City of Los Angeles would like to see the Los Angeles River developed as an extensive regional greenbelt corridor with open space features such as landscaping, recreational amenities, bicycle paths and equestrian trails, perhaps in conjunction with a national design competition; and

BE IT FURTHER RESOLVED that the United States Army Corps of Engineers be apprised of the foregoing City Council resolutions, that the Corps be urged to comply with the City's **Open Space** element as well as other elements of the City's **General Plan**, and that the Corps be requested to provide inside the City environmental mitigation measures such as recreational facilities and infrastructure, as well as essential additional flood control capacity, in connection with the proposed upgrading or reconstruction of the Los Angeles River; and



BE IT FURTHER RESOLVED that the City's Chief Legislative Analyst be instructed to communicate with the United States Congress and the appropriate Federal agencies in order to try to secure the necessary funding and/or legislation that would be conducive to implementation of the Greenbelt Corridor; and

BE IT FURTHER RESOLVED that the City recognizes the significance of the Los Angeles River as a regional resource and the need for a coordinated planning effort by all of the municipalities bordering the River, plus other concerned public agencies and private property owners, so that the recreational and aesthetic potentials of the river can be maximized; and

BE IT FINALLY RESOLVED that the Los Angeles City Council endorses the **Feasibility Study of the Proposed Los Angeles River Greenbelt Corridor**, prepared by the Departments of City Planning and of Recreation and Parks, dated October 1989, and adopts the recommendations contained therein, with a request of City staff that copies of this Resolution be sent to the other municipalities adjoining the river, to interested public agencies including the L.A. County Board of Supervisors, L.A. County Transportation Commission, U.S. Army Corps of Engineers, and to concerned private citizens, expressing the value of cooperation by the various jurisdictions in the future enhancement of the Los Angeles River in a regional context.


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## APPENDIX H

### SUMMARY OF IMPLEMENTATION MEASURES

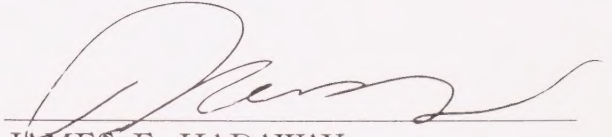
1. Recommend to the Board of Recreation and Park Commissioners that a demonstration project be developed.
2. Complete cost and design studies for bikeway and landscaping in increments, as funding becomes available (Bureau of Engineering).
3. Build the bikeway and provide associated amenities, such as landscaping, in increments, as funding becomes available.
4. Zone or rezone the Los Angeles River right-of-way to an appropriate Open Space zoning designation.
5. Amend the Planning and Zoning Code to provide incentives or requirements for owners of adjacent land to provide open space and/or amenities in connection with development of their properties.
6. Adopt a Specific Plan for the entire length of the Los Angeles River that is within City limits and which includes sufficient river frontage parcels (publicly and privately owned) for development of the Greenbelt Corridor, in coordination and consistency with the current Community Plan Revision Program of the Planning Department.
7. Provide in the Specific Plan for Site Plan Review, in which certain types of development adjacent to the River would be subject to discretionary approval by the City.
8. Specify in the Specific Plan development and use standards to be considered as guidelines or requirements for discretionary approval processes so that urban development adjacent to the Los Angeles River can be accomplished in a manner that enhances the potential for beneficial use and enjoyment, public and private, of a riverine environment.
9. Address in the Specific Plan the extensions, if any, of the existing equestrian trail, which presently follows the river in the vicinity of Griffith Park.





KENNETH C. TOPPING  
Director of Planning  
City Planning Department

3 - 2 - 90  
DATE



JAMES E. HADAWAY  
General Manager  
Recreation and Parks Department

3 - 8 - 90  
DATE

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